Table 22. PAD District 5 - Year-to-Date Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, January-June 2018 (Thousand Barrels)

Commodity	Supply						Disposition				
	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵	Ending Stocks
Crude Oil	176,456			236,199	25,773	4,806	244	440,206	2,784	0	51,250
Hydrocarbon Gas Liquids		-84	10,640	6,998	5,181		1,133	15,502	7,869	10,389	4,467
Natural Gas Liquids		-84	8,964	6,996	5,181		1,128	15,502	7,869	8,716	-
Ethane					-		-		0	6	-
Propane			6,581	5,295	2,048		-100		5,996	9,863	-
Normal Butane			1,321	1,534	2,468		1,050	5,248	1,806	-526	_
Isobutane			1,062	167	665		141	4,919	2	-956	_
Natural Gasoline		-84 	1,676	2	_		37 5	5,335 	64 	330	_
Refinery Olefins			1,676		_		5			1,673	_
EthylenePropylene			1,701	2	_		-15			1,718	_
Butylene			-25	_	_		20			-45	
Isobutylene			-25				0			-45	_
Other Liquids Hydrogen/Oxygenates/Renewables/		5,350		21,969	60,345	-11,686	-1,068	73,403	3,766	-123	53,775
Other Hydrocarbons		5,350		2,493	31,028	1,771	-32	39,281	1,392	0	3,696
Hydrogen		5,350		2,493	31,026	7,348	-32	7,348	1,392	0	3,090
Oxygenates (excluding Fuel Ethanol)				_		6		7,346	6	0	
Renewable Fuels (including Fuel Ethanol)		5,350		2,493	31,028	-5,583	-32	31,933	1,386	0	3,696
Fuel Ethanol		3,707		2,430	29.048	-3,462	-323	28,568	1,048	0	2.229
Renewable Fuels Except Fuel Ethanol		1,643		2,493	1,980	-2,122	291	3,365	339	0	1,467
Other Hydrocarbons		1,040		2,430	1,500	2,122	251	0,005	-	_	1,407
Unfinished Oils				14,497	_		1,803	12,205	612	-123	21,711
Motor Gasoline Blend.Comp. (MGBC)		_		4,979	29,317	-13,457	-2,839	21,917	1,761	0	28,368
Reformulated		_		951	15,269	-1,532	-2,446	17,122	12	Ö	13,851
Conventional		_		4,028	14,048	-11,925	-393	4,795	1,749	0	14,517
Aviation Gasoline Blend. Comp				_	_		-	_	_	-	_
Finished Detrolous Decidents			554.000	00.740	45.044	47.007	0.40		CC 07C	544.040	04 704
Finished Petroleum Products		_	554,369	22,743	15,841	17,997	-246		66,376	544,819	34,721
Finished Motor Gasoline		_	289,280	1,281	3,921	16,918	445 4		11,432	299,523	2,349
Reformulated		_	202,673 86,607	1,281	2 021	1,113 15,806	441		11 422	203,782 95,742	20
Conventional Finished Aviation Gasoline			232	3	3,921	15,606	-20		11,432	255	2,329 210
Kerosene-Type Jet Fuel			84,735	12,383	1,952		-1,268		4,655	95,683	8,975
Kerosene			69	12,000	1,302		-1,200		17	86	0,973
Distillate Fuel Oil			98,051	1,853	6,495	1,079	-552		16,728	91,302	13,520
15 ppm sulfur and under			93,828	1,830	6,455	1,079	-644		11,630	92,205	12,484
Greater than 15 ppm to 500 ppm sulfur			1,870	1,000	40	1,079	-15		1,551	374	225
Greater than 500 ppm sulfur			2,353	23	→ 0		107		3,546	-1,277	811
Residual Fuel Oil ⁶			20,179	6,160	_		537		6,653	19,149	4,787
Less than 0.31 percent sulfur			53	3,100	_		-137		NA	NA	30
0.31 to 1.00 percent sulfur			3,715	897	_		264		NA.	NA NA	784
Greater than 1.00 percent sulfur			16,411	5,263	_		408		NA	NA NA	3,965
Petrochemical Feedstocks			15		_		0			191	2
Naphtha for Petro. Feed. Use			15	176	-		0			191	2
Other Oils for Petro. Feed. Use			_	-	_		_			_	_
Special Naphthas			225	-	_		-4			229	41
Lubricants			3,784		-175		-83		2,248	1,492	932
Waxes			_	193	_		_		35	158	_
Petroleum Coke			28,483	140	-146		-88		24,366	4,198	1,268
Marketable			22,246	140	-146		-88		24,366	-2,039	1,268
Catalyst			6,237							6,237	
Asphalt and Road Oil			4,497	506	3,794		840		169	7,788	2,526
Still Gas			22,258							22,258	100
Miscellaneous Products			2,561	_	_		-19		73	2,507	103

⁼ Not Applicable.

⁼ No Data Reported.

NA = Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments

Wet receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil

Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock

change, minus refinery and blender net inputs, minus exports.

6 Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual

fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report," Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the Ú.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.